the St. L. & I. M., to Be Succeeded by W. W. Fagan.

terday granted an extension of time within which all railroads must equip their cars with secure grab frons and handholds in the ends or sides of cars from July 1 until Dec. 1 next. The time for complying with the act requiring the use of drawbars of the standard height on all cars has also been extended until Feb. 15, 1896. The decision of fifth birthday. Mr. Miller was born July the commissioners holds that all interests concerned (the railroads and their employes) will be served by granting a reasonable extension, and cites the failure of many roads | conductor, in 1859 to be a passenger conto make any preparations to furnish the ductor, in 1864 to be a train dispatcher, and equipment. The decision says: "Carriers | in the fall of that year he was appointed a who may have fitted all or a sufficient number of their cars with the appliances are, through the failure of other carriers to so equip cars, unable to comply with the requirements of the sections of the act relating to the movement of interstate commerce offered for through cardage in cars of such other carriers except by refusing to receive and move interstate commerce in such cars, and therefore much confusion in railroad operation and prejudice to commercial interests may ensue."

The failure of many companies to provide the appliances is attributed by the decision to diminished railroad earnings, caused by protracted depression of business since the act was approved and to the insolvent condition of various roads. Carriers generally throughout the country, the commission says, are now using considerable diligence in providing these appliances. The decision concludes that the exercise of too great haste in providing these grab irons or hand-holds may, through insecurity of fastening, result in great danger to men employed in eoupling and uncoupling cars, and that a greater degree of uniformity of appliances will be secured by proposed conferences be-tween committees of railroad employes, railroad car builders and railroad officials, it being conceded that substantial uni-formity is essential to the greater security of men required to couple and uncouple cars.

Discipline Without Suspension.

The Chicago & Northwestern and the Kansas City, Fort Scott & Memphis have adopted the first plan introduced on Western roads by F. G. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines. Seldom a day passes that Mr. Darlington does not receive letters of inquiry about the workings of the plan. Shortly after its adoption on the Indianapolis division of the Pennsylvania lines General Superintendent Whittelsey, of the Toledo & Ohio Central, put in practice this plan of disciplining without suspending an employe, and, speaking from his own experience, he says: "A year's trial has demonstrated its superiority, and we have arranged to continue it. All deviations from the rules or good practice are made the subject of a record bulletin over the signature of the division superintendent. Such bulletins are consecutively numbered and provided in hall the superiority in the signature of the division superintendent. bered and posted on bulletin boards at di-vision terminals and are allowed to remain thereon ten days, after which they are transferred to an adjoining file for refer-ence. These bulletins state briefly (and without identifying the parties at fault) the occurrence, how it happened, who was at fault, and how it might have been prevented, adding such comment as is necessary to fully educate the men on the sub-ject referred to. Each case which is bul-letined is made a matter of record, and is charged against the record of each man pating. A man is given a double participating. A man is given a double page for his record, and each man's record is open for inspection at any time by the man himself, but not by others. When a man's record gets voluminous he is called to the office and given a chance to explain why such is the case. We make dismissals for an accumulation of bad record. The men are given credit for such commendatory service as may be entered in their tory service as may be entered in their record. In cases of intoxication, habitual drinking on or off duty, unjustifiable collisions, and any persistent violation of the general notice of our book of rules is punished with dismissal forthwith. We would not under any circumstances go back to the old plan of suspension. I believe that the new plan strengthens the relations between the railway company and its employes. Mr. Darlington, of the Pachandle, suggests a credit and debit system reducing all acts, good or bad, to so many days each I consider this impracticable. We simply want the man's record, and by conscientiously weighing all entries decide his case."

Endeavorers Need Not Hurry Home. The lines of the Western Lines Passenger Association met at the office of Chairman Caldwell, in Chicago, yesterday, to see what measures were necessary to prevent the demoralization that exists in the Eastern territory over the tickets to the Christian Endeavor convention at Boston. It was decided to adjourn until Wednesday, at which time all the lines will submit to the meeting a report of all the tickets sold by them to the convention and how many of them are still outstanding. This will, the chairman thinks, give an accurate idea as to how much chance there is for the threatened demoralization to gain a foothold in the West. It is not generally thought that there will be much trouble among the Western roads on account of this business. The trunk lines have backed down from the stand they took in relation to the through tickets of Western roads which they declared could not certify for the return trip, They have agreed to take such action as Il please the Western roads in the matof the neglect of the trunk lines to appoint a joint agent at Boston whose duty it should have been to look after just such matters as this. There will be one appointed this fall and the Western roads are not expecting any more trouble over the business of the convention of the Knights Templars, which will be held in Boston this fall. Denver roads have agreed to an extension

of time on the return portions of tickets for the Pharmaceutical Association, which meets at Denver within a short time. The original agreement was that the return limit should be Aug. 25 and it has now been arranged that the tickets shall have a return limit of Sept. 1.

E. A. Peck to Retire.

The Journal has information to the effect that E. A. Peck, general superintendent of the St. Louis & Iron Mountain, has tendered his resignation, and is to be succeeded by W. W. Fagan, late general superintendent of the Kansas City, Fort Scott & Memphis. Mr. Peck entered rallway service as telegraph operator on the Bee-line.



was afterward trainmaster and division superintendent, and in December, 1892, was appointed general superintendent of the Big Four system, retiring in 1893, being succeeded by J. Q. Van Winkle. Mr. Peck was appointed general superintendent of the St. Louis & Iron Mountain in 1894, taking quite a number of Big Four men with him. Mr. Fagan entered railway service in February, 1855, as a newsboy on trains of the Indian apolis, Cincinnati & Lafayette; he was soon given the position of fireman, then machinist, and then engineer. In 1860 he left the Cincinnati road, and was appointed assistant engineer of maintenance of way of the Santa Fe. In 1875 he was appointed superintendent of the Hannibal & St. Joe, afterward holding similar positions on the Central Pacific and the Missouri Pacific, and in 1887 was appointed general superin-tendent of the Kansas City, Fort Scott & Memphis, retiring from that position on

A Popular Railway Official.

John F. Miller, general superintendent of the Southwestern system of the Pennsylvania lines, will to-day celebrate his sixty-16, 1830, at Ithaca, N. Y. He entered railway service in 1851 as a freight brakeman; in 1852 he was promoted to be a freight trainmaster; two months later he was made general superintendent of the Pittsburg, Cincinnati & St. Louis road, and from Sept. 18, 1864, to Sept. 18, 1890, held the position, when he was appointed general superintendent of the Southwestern system. No one who is acquainted with Mr. Miller will take exception to the statement that he is one of the best all-around railroad men in the country. He always knows what to do in the right time, and on no road in the country is the general superin-tendent more respected and highly es-teemed by subordinate officials and em-ployes than is Mr. Miller.

C. and O. R. T. Association. Not at any time in years has there been as little friction in the Chicago and Ohio River Traffic Association as at present, E A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, was in Chicago last week, made a careful sur-vey of the situation, and was more than pleased with the manner Commissioner Tucker was harding the affairs of the association and the business situation, and it is believed that the roads will abandon the idea of establishing a passenger pool based on percentages of business. Every road in the association is showing increase earnings, and the outlook for a good fall business is very promising.

Looks Like Cut Rates. East-bound shipments from Chicago last

week amounted to 63,873 tons, against 56,946 for the preceding week and 4,142 for the corresponding week of last year. The roads carried tonnage as follows: Michigan 6,921; Fort Wayne, 9,700; Panhandle, 6,134; Baltimore & Ohio, 5,859; Grand Trunk, 3,570; Nickel Plate, 11,418; Erie, 6,364; Big Four, 2,382. The tonnage was made up of the following articles: Flour, 1,549; grain and mill stuffs, 30,103; provisions, lard, etc., 12,701; dressed beef, 6,056; butter, 2,813; hides, 1,467; lumber, 6,2a; miscellaneous, 2,703. Lake shipments for the week amounted to 66,644 tons.

Personal, Local and General Notes. On the Wabash last week a live stock train was hauled fourteen miles in fourteen

An important meeting of the Brotherhood of Railway Trainmen will convene at Pittsburg to-morrow.

The earnings of the Atchison system for the first week of July were \$719,096, an in-crease of \$420,555. Horace S. Watson, who for many years was agent of the Bee-line at this point, is visiting friends in the city for a day or

In the week ending July 13 there were transferred over the Belt road 14,338 cars, and Belt road engines handled 712 carloads of live stock. S. H. Church, superintendent of car rec-ords of the Pennsylvania lines west of Pittsburg, will in August visit the Prince

of Wales at the latter's invitation. The Niagara Falls excursion over the C., H. & D., on Thursday, bigs fair to be well patronized. Inquiries as to sleeping and parlor-car accommodations are numer-

C. H. Hunt, agent of the Merchants Despatch at St. Louis, who, accompanied by his wife, has been spending a few days with friends here, returned to St. Louis

At the shops of the Lake Erie & Western the work of fitting up the freight equipment of the road to conform to the recent act of Congress as regards drawbars, grab irons, etc., is being pushed.

J. Donnan, general agent of the Railway Officials' and Employes' Association at St. Louis, is in the city on official business. The membership of the association in his M. E. Ingalls, president of the Big Four and C. E. Schaff, assistant general man-

ager, arrived in the city last night, and Oscar Murray, vice president and freight-traffic manager, is expected to-day. At Portland, Ore., yesterday, Judge Bellinger ordered a decree of foreclosure in the case of the American Loan and Trust Company against the Oregon Short-line

& Utah Northern Railway Company. The high figures at which some of the real estate owners at Louisville hold the property which the Big Four would like to purchase will prevent the company making its terminals at that point up to the orig-

To-day a special train will be run over the Big Four and the Chesapeake & Ohio, carrying delegates to the B. Y. P. Union,

which convenes in Baltimore on Wednes-day, and a special from Chicago carrying the Illinois delegation. G. W. Leadly, of the Civil-service Com-mission, left Washington last night on a tour through West Virginia, Tennessee, Kentucky and the West, to instruct the mem-

bers of the internal revenue boards in the duties of their positions. The live stock traffic of the roads in the Western association for the six months ending June 30 makes a better showing than from 1893 of only 1,246 cars.

The Southern Pacific has received four hundred of the seven hundred ventilated fruit cars they have contracted for already and have them in service. They are of substantial build and will be used on special trains which make fast time. Under a new rule of the Central Traffic Association party rates may be made for ten to forty-nine people at 2 cents per mile, and for fifty to ninety-nine people at 1½ cents. Individual tickets will be issued instead of placing all on one ticket, as here-

The first fifteen days of this month 1,839 box-cars of the Big Four were put through the shops and equipped with hand-holds and grab-irons according to the interstatemerce act, and also 191 cars of foreign

roads, making a total of 2,030 cars thus ics will meet William Garstang, superintendent of motive power, at Cleveland, O., and note the performance of the two new heavy passenger engines the Big Four has just received from the Schenectady loco-

At Springfield, O., yesterday, a judgment for \$425,000 was given in the federal court against Dailas county on the old Laclede & Fort Scott railroad bonds. The judgment is in favor of the Ninth National Bank of New York. It is a renewal of a

Several suits for heavy damages have been begun against the Grand Trunk railway by relatives of persons killed in the collision at Craig's Road, Quebec, a week ago. The property loss was about \$150,000, but the claims for personal damages may exceed even that sum. P. H. Morrisey, first grand master of the

Brotherhood of Trainmen, says that unless some better reason is given for the delay of the railroads in complying with the law regarding freight equipment than has been adduced, the Interstate-commerce Commission should put the law in effect. W. A. Follette has been appointed general Eastern agent of the Red Line Transit Company at Chicago, and is succeeded as agent of the above-named line at Chicago

by Duke Nichelson, late agent of the White line at Evansville. Mr. Nichelson will have charge of both east and west-bound busi-

The ministers of Columbus, O., are taking turns in visiting railroad shops at that point at noon of certain days to talk on religious matters. When off duty S. W. Murphy, an engineer on the Norfolk & Western, accompanies the minister, and on Sunday Mr. Murphy conducted a large meeting of railroad men.

On Saturday the Panhandle took into Pittsburg for that market and points on the Pennsylvania road east forty-five carloads of cabbage, sixt; carbais of melons, thirty-eight carloans of bananas and twenty-five carloads of potatoes. The Pan-handle officials at Pittsburg say they have never known fruit and vegetable traffic to

minutes. The best part of the run was made between Indianapolis and St. Louis, the train leaving Indianapolis at 2:15 a. m. and reaching Grant City, the St. Louis terminal, at 7:40 a. m.

The Terre Haute car works yesterday commenced delivering the cars it is building for the Big Four at the rate of five a and the Indiana Car and Foundry Company had, up to last night, delivered 172 of the flat-cars it is to build for the Big Four. On completion of this order the works will begin at once the building of 200 stockcars for the Big Four.

The passenger department of the New York Central has issued the seventeenth number of its popular four-track series. This number is entitled "All About Block Signals." It is in pamphlet form, sixty-four pages, illustrated with graphic pictures of signal apparatus, and gives much in-formation as regards block signals. It is written in a concise and very plain manner by an expert on block signals.

The annual report of the Denver & Rio Grande will be out in a few days, and it will show in the year ending June 30 a net surplus of about \$40,000, as compared with \$9,350 in 1894, and a deficit of \$86,506 in 1898. Edward T. Jeffrey, president and general manager of the property, is being complimented by Eastern financial papers on the manner he is handling this great property, which is probably one of the most difficult

A. A. Zion, superintendent of the Union Railway Station, has modified his orders regarding the gates by which persons reach the trains, by allowing the gate-tenders to let one person through where the outgoing passenger has a valise or other package to carry, and in the case of a crippled person, an invalid or children a sufficient number of persons will be allowed to pass through the gates to properly care for

them until on the train. City governments are very apt to pick up some old device and recommend to railroads to adopt. Especially is this true regarding devices to prevent the smoke nuisance. The authorities of Cincinnati are now pressing upon roads centering there the adoption of a device to prevent the smoke nuisance, which is illustrated in Clark's Mechanical Encyclopedia, published in 1851, and a device which was thrown to one side as not practicable.

Citizens of Lafayette are pressing President Ingalls to build a passenger station at that point, and a freight depot such as they think the city is entitled to. The Lafayette Times says: "The Big Four is one of the largest railway corporations in the country, and Lafayette is one of the leading cities on its routes. From Lafayette the road receives a large passenger and freight business, and the company owes much to the city-enough to warrant an expenditure that would place the grounds around the South-street Depot in keeping with the city's obvious progress. People passing through Lafayette on the Big Four necessarily form an erroneous impression

The board of arbitration which has had under consideration the dispute between the cents claimed at East St. Louis by the Alton heard all the evidence in the case vesterday, and adjourned to attend the Chieago ball game. The arbitrators are Messrs George Nicholson, of the Atchison; J. W. Dally, of the Lake Erie & Western, and J. C. Anderson, of the New York, Ontario & Western. A decision is expected in the case within a short time. This matter has been one of the principal reasons why the reorganization of the Western lines' passenger association has been so greatly delayed Its settlement is expected to give an impulse to the work of setting that organization squarely on its feet.

BIG SCHEME

OHIO'S RAILROAD SENATOR WILL PARALLEL THE C., H. & D.

It Is Said He Will Soon Have a New Line in Operation Between Cincinnati and Detroit.

LIMA, O., July 15,-Senator Brice is back of a big railroad scheme to build a road parallel to the Cincinnati, Hamilton & Dayton system between Cincinnati and Detroit. The Senator was disappointed some time ago in obtaining stock in the C., H. & D., and has had in contemplation a competing line, and his first step was to buy stock in the Ohio Southern and begin an extension from Springfield to this city, and one from the south end of the line into Cincinnati, a few miles only of which remains to be finished. The next step was to incorporate the Lima Northern company, which, it now transpires, is in reality composed of Brice people. The company failed to secure the roadbed of the C., L. & M. by condemnation proceedings, but gained it in the United States District Court. The Ohio Southern was then placed in the hands of a receiver, from which the Brice syndicate will take it when the proper time comes. The next step was for the Lima Northern to begin securing the right of way along the C., H. & D. north from this city as fas as Ottawa, from which place the road will take a northwesterly course to Belmore, on the Baltimore & Ohio, then north surveyed at once and the work pushed to completion. The lines, when connected up, will make a line but ten miles longer than the C., H. & D., connecting with all the Brice lines. To-day large purchases of real estate along Sugar street were made for the company's right of way. The Ohio Southern being in a receiver's hands, the work will not be done under their directon, but under the name of the Lima

Creates No Surprise. CINCINNATI, July 15 .- The report about from the previous year of 15,406 cars, but | to-day through Lima for a new route, paralleling the C., H. & D. railway between this city and Detroit, creates no surprise here. With the Cincinnati, Jackson & Mackinaw railway, Brice has a parallel line already on the west side of the C., H. & D. railway. By acquiring the Ohio Southern he secures another parallel line considerably east of the C., H. & D. He recently bought from Congressman Sorg the Middletown & Cincinnati railway, which is the connecting link for both of his northern routes with the Cincinnati, Lebanon & Northern for entrances into the city. It is stated here that Brice and his associates have control of the Cincinnati, Lebanon & Northern, which has very valuable terminals in this city. The valuable grant along Eggleston avenue, for which the State recently compelled the Pennsylvania Company to pay a big sum, is used in transferring between the yards of

the Pennsylvania Company and those of the Cincinnati, Lebanon & Northern. It is the opinion of railroad men here that Brice and his associates want these roads running north and south as feeders for a new eastand-west trunk line, of which the recentlypurchased Pittsburg, Akron & Western road is to be a division. It is claimed that the Columbus, Sandusky & Hocking and the Bellaire, Zanesville & Cincinnati roads, which recently passed into the hands of receivers, are also to be secured as feeders for the new Brice and Thomas trunk line between the East and West.

Another New York Palace Hotel.

About Aug. 1 will occur the opening of the Albemarle Hotel, Twenty-fourth street and Broadway, facing that most beautiful of small parks, Madison square. This is justly considered the finest location in the metropolis. The principal theaters, shops and public places are within short walking

in the Albemarle have so changed it that its oldest patrons would hardly recognize the house. Another story has been added, and in its mail, telegraph and call systems several ingenious improvements have been introduced, so that the whole is remarkably complete and convenient. The interior fittings and decorations are extremely beautiful and effective-nothing that money can buy or taste and science suggest being wanting for the comfort,

luxury and safety of the guests.

And think of hard wood floors and rugs in a hotel. What cheerfulness they suggest. Probably no other hotel anywhere possesses this feature. Families may have suites of two or more rooms, while for bachelors and transient guests peculiarly comfortable and attractive rooms, with and without baths, are

The cafe, restaurant, reading and recep

tion rooms are probably more perfect for their purpose than any similar rooms in the entire world. The cuisine will be the best the market and every precaution of construction and on Sunday a train of four cars, carrying the New York and Cleveland baseball clubs, made the run from Cleveland to St.

Louis, 547 miles, in twelve hours and fifty

and every preduction of construction and arrangement to prevent fire has been taken.

The proprietor is Mr. O. B. Libbey, for twenty-five years the host of the famous Brevoort, a house and man alike known to travelers from every civilized country.

Two Brothers Fined for Fighting.

Judge Stubbs yesterday fined Charles and Harry Cummins, brothers, 55 each for assault and battery upon each other. They

THE VOTE OF PAUPERS

EVIDENCE IN WAYNE TOWNSHIP TRUSTEE ELECTION CASE.

Two Arrests Under the Nicholson Law -Prosecutor's Exceptions to Justice Martin's Methods.

The trial of the case of John C. Groff vs. Francis Marion Clark, a contest to decide who was elected trustee of Wayne township last year, began yesterday before Judge Brown, in the Circuit Court. The plaintiff claims the election on the ground that the defendant, the Democratic candidate, recevied forty votes from inmates of the county poor farm, who were not entitled to vote. The plurality for Clark was four and there were forty-three votes cast by paupers. All but three of them voted the Democratic ticket, these baving been made out for them by one Boone, steward at the poor farm, formerly a tartender for Pat NcNelis. It is contended by the plaintiff's counsel, A. R. Hovey and Merrill Moores, that the inmates of a county asylum for paupers cannot acquire a residence in the precinct in which the asylum is by the fact of their living there. The trial proceeded yesterday with evidence showing the election, the number of votes cast for each candidate and the plurality received on the face of the returns by Clark. It was also shown that the inmates of the county poor farm vere permitted to vote and in order to show that the ballots cast by them had turned the election from Republican to Democratic, the plaintiff attempted to place in evidence the testimony as to the way each of the in-mates voted. To this Mr McCullough, at-torney for the defense, objected and the rest of the afternoon was taken up in an argument on this point. The question is one never decided in this State and this case will go to the Supreme Court. The precedents are also very limited. The Supreme Court of Illinois has decided that living in a poorhouse does not give the nmate residence and the lower courts of Pennsylvania decided, in two cases, in the same way. But the Ohio courts have held just the other way. It is not contended that the pauper is disfranchised by reason of his dependence upon the county, but he does not acquire a domicile in the poorhouse precinct by reason of being an inmate of the asylum. There is no dispute of his right to vote in the precinct from which he was sent to the asylum, provided he had a home there.

JUSTICE MARTIN'S STYLE.

Prosecutor Wiltsie Takes Exceptions to His Methods of Business.

Otha Richardson was yesterday fined \$1 and costs by Judge McCray for assault and battery. The case had come up from Nickerson, justice of the peace, on appeal. Richardson assaulted a man in Haughville and at once went before Justice Martin and pleaded guilty to assault and battery, a friend making the affidavit. Justice Martin made the fine 1 cent and costs, omitting to tax the prosecuting attorney's costs. While this was going on the assaulted man, with both eyes nearly closed and his face painfully bruised appeared in the office of Prosecuting Attorney Wiltsie and made complaint. He was sent to the deputy prosecuting attorney in Justice Nickerson's court, where the affidavit was sworn to and the arrest and trial had, resulting in a fine of \$1 and costs. It was held that the proceedings before Justice Martin had been fraudulent and that the law requires the court in such a case to have the assaulted man present when the trial is held. Richardson's experience in the Criminal Court yesterday is said to have satisfied

Justice Martin's last report to the county treasurer showed fines of 57 cents due the chool fund. It is the Justice's practice, it is claimed, to permit any one to plead guilty to assault and batteries and then without the presence of the offended person to assess a fine of 1 cent and costs, unting to a little more than \$4. The ustice, the Prosecutor claims, never taxes up costs for the prosecuting attorney and frequently, it is said cuts off witness fees from those those who are as much entitled to them as the small number whose fees are allowed. There have teen thirty-two cases of this kind since Mr. Wiltsie went into office and measures were taken yesterday to require the Justice to observe the law. The low fines allowed by him were an invitation to any evil-minded person to make an assault at any time when it could be atoned for at so little cost.

TEN CHICKENS WERE KILLED.

Farmer Crittenden's Charge Against Dr. J. H. Biggins in Police Court. Judge Stubbs yesterday heard the testimony in the case of the State vs. J. H. Biggins, M. D., who was accused of shooting chickens belonging to Edward Crittenden, a farmer living about a mile west of Haughville. Crittenden was put on the stand and related that, as he was on his way home from Haughville last Saturday, he heard shooting on a part of his farm where he knew there was no game. He hurried over there and saw, he said, Dr. Biggins shooting his chickens in a small ravine. He saw the huntsman stoop and look for the chickens under the willows and then fire twice, while he was looking on. Dr. E. M. Eisenbeiss, he said, sat in a buggy standing on the roadside. The witness ordered Biggins to cease shooting his chickens, and while this controversy was going on Dr. Eisenbeiss hastily started up the horse and drove away. Biggins, he said, picked up two large hens that he had shot and started to follow, but when the owner paying & apiece for the chickens. But Crittenden told him he would not accept settle the matter. He sent his son to follow the two men, who were strangers to him, and, he says, they led the lad a chase of four hours' length, trying to throw him off the scent. He followed them, however, until he came to an officer on West Washington street, who made the arrest. It was patrolman Wallace who made the arrests, without a warrant, and not license Inspector Wallace, as erroneously stated. Crittenden said that he heard six or eight shots, and that he had found ten fullgrown chickens dead in the neighborhood where this shooting was going on. He charges the two men with responsibility for the fact. He says that out of thirty chickens which roosted in their hennery the night before only two are left. Dr. Biggins's defense was that he was careless in his shooting. Judge Stubbs took the case under advisement.

NICHOLSON LAW INDICTMENTS.

Sam Dinnin and Phil Zaph Arrested-Charges Against Gates and Others. Two arrests under the Nicholson law by on his hands. indictment were made yesterday. Sam Dinnin was charged with maintaining a music box in his saloon and Phil Zaph was indicted for permitting persons other than members of his family in the saloon during illegal hours. Both gave bond. Their trials are expected to occur in a few days.

Arrests were also made of Joe Gates, Jerry Gates and William Hunt in five cases each for violating the liquor laws by selling on the Fourth of July and on Sunday at their road house in Mount Jackson. They gave bond for their appearance.

Lived Together Wrongfully. Police Judge Stubbs officiated at a double wedding yesterday morning. James E. Carr

and Mabel Smith, a respectable-looking couple, were found living together Saturday night, and yesterday the court administered a fine of \$25 and thirty days. They paid the costs and escaped the sentence by getting married. William Davis and Ella Summers were arraigned on the charge of adultery, but the case against them was dismissed when they agreed to become man Joseph Mitchell was fined \$10 and sent to the workhouse for petit larceny. He stole a pocketbook containing 45 cents.

Three Women Adjudged Insane. Nora Lanahan was yesterday declared in-

sane, owing to a homicidal tendency due to melancholia. Efina Williams, who was once before an inmate at the Central Hospital, was ordered recommitted. Sallie Case was also adjudged insane and was ordered sent to the Central Hospital.

DOES



Back ache? Does your sleep rest you? Are you weak and thin? Are you dull and bilious? Is your urine bad?

Are you afflicted with pains in the heart? Headache, Vertigo, Dizziness, Vomiting or Rheumatism? If so, your Liver and Kidneys are out of order and need strengthening.

MARVELOUS SUCCESS HAS ATTENDED THE USE OF

Dr. J. H. McLean's Liver&Kidney Balm

For all ailments of the Liver, Kidneys and Bladder, Female Troubles, Bright's Disease, Gravel and Gallstones. It reaches the seat of the trouble, relieves promptly and permanently cures. Experience has proven it equally valuable in mild or chronic cases. Try it and you will agree with the thousands who say it is surely the Peerless Remedy.

Best for Kidney Disease.

March 5th, 1895. THE DR. J. H. MCLEAN MEDICINE CO., GENTLEMEN: I have used your Liver and Kidney Balm for liver disorder and trouble in my kidneys. It gave me relief. I believe it to be the best medicine in existence for S. Y. SAMPSON, Midville, Ga. kidney diseases.

Recommended by the Doctor.

February 25th, 1895. THE DR. J. H. MCLEAN MEDICINE CO., St. Louis, Mo. GENTLEMEN: I have a wonderful run on your Liver and Kidney Balm. It has given such universal satisfaction that

I recommend it in my practice. Yours truly, DR. KARL VOEGTLE, Physician and Druggist, Humboldt, Kan. Cured After Seventeen Years.

January 5th, 1805.

THE DR. J. H. MCLEAN MEDICINE CO., St. Louis, Mo.

GENTLEMEN: Your Liver and Kidney Balm has done me more good than any medicine I have ever taken. For seventeen years I was a sufferer from dyspepsia and kidney troubles, and have taken a great many medicines, but none gave me the relief that I obtained from the Liver and Kidney Balm. In 1893 I took several bottles of it, and it cured me-Have had no return of the trouble.

J. W. WEAVER. Foneswood, W. Va.

We have thousands of unsolicited testimonials similar to the above.

For sale everywhere at \$1.00 per Bottle.

THE Dr. J. H. McLEAN MEDICINE CO., St. Louis, Mo.

are employed with their father in a bicycle repair shop in the basement of George's Hotel Block and on Saturday became involved in a quarrel which threatened to result seriously. The police arrived just in time to see one of the boys take a wheel and hurl it across the street in his anger. As Usual, the Wife Pleaded.

Thomas Judge was fined \$10 and sentenced to ten days in the workhouse yesterday, by Judge Stubbs, for striking and beating his wife, Mary. The latter pleaded piteously for a remission of the sentence. Helped Himself to Her Purse.

Joseph Mitchell, colored, was yesterday fined \$10 and costs and given thirty days in the workhouse for stealing 45 cents from the pocketbook of Effie Harris, on West Ohio street.

THE COURT RECORD.

Circuit Court. Hon. Edgar A. Brown, Judge. Criminal Court. Frank McCray, Judge.

State vs. Otho Richardson; assault and battery. Appeal. Finding of guilty. Fine of \$16 and costs. New Suits Filed.

Economy Saving and Loan Association vs. Huldah A. Hoskins et al; foreclosure. De-George W. Stout vs. William J. Davis et al.; to quiet title.

The W. H. Talbott Monument. Mr. John C. Wright, executor of the estate W. H. Talbott, yesterday awarded a contract to Jno. R. Lowe, of the Muldoon Monument Company, of Louisville, Ky., for fall in Crown Hill Cemetery, and which, when it is completed, will be one of the largest and finest monuments in the cemetery. It is to be built of the celebrated Barre (Vt.) granite, and will stand about forty feet high. It was designed specially for Mr. Wright by Jno. R. Lowe, who has acquired an enviable reputation as a designer of artistic monuments and mausoleums. He is the original designer of the Harrison monument.

A Pensioner and His Papers. Andy Junggelhaus, a grocery keeper on the Shelby road, who sells liquor under authority of the payment of the government tax, was before the United States commissioner yesterday on a charge of keeping the pension papers of one Legg, the complaining witness. The testimony showed nothing serious in violation of the law and the case was dis-

Smallpox at Covington. The State Board of Health has been notified of the presence of smallpox at Covington. The local health officer yesterday notified the board that he had four cases

\$16.00-ROUND TRIP-\$16.00 PENNSYLVANIA LINES BALTIMORE, MD. Tickets sold July 16 and 17. Four trains

faily and from one to four hours better time than by any other line.

Call on agents, No. 48 West Washington street, No. 46 Jackson Place and Union Station.

GEO. E. ROCKWELL, D. P. A. THE

FOR THE BLOOD. Sea'ed Proposals.

Sealed proposals will be received by the Board of Control of The Institute of the Rlind, for the labor and material necessary for the erection of a greenhouse on the lot of The Institute for the Blind, according to the plans and specifications and general conditions prepared by L. H. Gibson, architect. Plans may be obtained from his office, No. 84 E 1st Market street. Bids will be received up to 4 o'clock on the 6th day of August, 1895, reserving the right to reject any or all bids.



MADE RIGHT HERE AT HOME.

LADIES' 28-inch SPECIAL Agents wanted for Indiana in unoccupied territory. Send for catalogue and prices.

H. T. HEARSEY & CO., John C. Groff vs. Francis Marion Clark; Nos. 116-118 North Pennsylvania Street, - Indianapolis, Ind.

COPY OF STATEMENT OF THE CONDITION

German American Insurance Co. On the 29th day of June, 1895.

Located at Nos, 113 & 115 Broadway, New York City. WILLIAM S. NEWELL, Secretary. EMIL OELBERMANN, President. The amount of its capital paid up is The Assets of the Company are as follows: Cash on hand and in the hands of agents or other persons... nds and stocks owned by the company, bearing interest at the rate of 3 to 12 per cent., as per

Losses adjusted and due.

Losses adjusted and not due.

Losses unadjusted

Losses unadjusted

Losses, wa ting for further proof.

All other claims against the company.

Amount necessary to reinsure outstanding risks.

Outstanding

Losses...

\$305,307.48

2,191,505.54 The greatest amount in any one risk, usually, \$:0,000.

I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 25th day of June, 1825, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 11th day of July, 1825.

A. C. DAILY, Auditor of State. COPY OF STATEMENT OF THE CONDITION

NATIONAL INSURANCE CO.

On the 30th day of June, 1895. Located at No. 87 Michigan street, in the city of Milwankee, Wis.

ALFRED JAMES, President. JOHN P. MCGREGOR, Secretary, The Assets of the Company are as follows:

Bonds owned by the company, bearing interest at the rate of 4 to 1 per cent., as per schedule filed, LIABILITIES.

The greatest amount in any one risk, \$10,00 . I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copf the statement of the condition of the above-mentioned company on the 30th day of June, 1895, as shown but original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I because subscribe my name and affix my official seal, this 19th doff July, 1895.

A. C. DAILY, Auditor of State

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